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**EDITORIALS BY JUDGE C. C. GOODWIN**

ioned revival usually results in a "riot." He probably intended to confine his remarks in this respect to a military camp, but not necessarily. However, in view of such a prospect, the general in refusing to grant the evangelists permission to enter camp manifested a higher regard for the sanctity of religious services than did the petitioners themselves.

Fred Funston has always been a credit to the colors, but he has never served his country better than in this instance. The controversy involved a moral issue and he met it with supreme courage—the courage of his convictions. He is a soldier-statesman of sterling qualities, and upon such as he depends absolutely the integrity of the army.

## The Sky Is The Limit

THE proposed simplification of our system of state government affords the Democrats considerable indoor sport these days—almost as much in fact as the preparations to shake the plum tree early in January. The antics they perform over the prospective division of the spoils, and the proposed creation of additional spoils, would be extremely amusing to the general public were it not for the fact that the people of late are becoming somewhat alarmed over the situation.

The proposition to consolidate certain departments and centralize the control of the state institutions is supposed to have been founded in good faith. But that was before the election. If we are to take the Democrats at their word, the main idea then was to increase the standard of efficiency in the administration of the state's affairs and to effect every economy possible. In the light of recent developments, however, it seems now that this pet proposition of theirs is nothing more than a mere pretext to provide additional patronage for deserving Democrats.

The probabilities are that in the beginning the bourbon leaders honestly thought that in the final distribution of the patronage they would be able to satisfy the demand and still have something to spare. Now they find to their chagrin that the spoils at their disposal do not equal the demand. The situation grows more desperate as the demand increases, and in their frantic endeavors to equalize the political market it was to be expected that they would eventually hit upon a plan to increase the supply of spoils. This, of course, is more desirable than to diminish the demand and it is better politics—provided they can get away with it. Besides, they happen to be in full control of affairs and are accountable to no one but themselves—that is, for two years at least.

And so we are to have a public utilities commission, and a central board of control for the state institutions, and a board of agriculture, and

wants a board of control of corporations. As yet, no one has had the temerity to suggest the a tax and revenue commission, and Sam Russell abolishment of a single office. Of course not. Oh, yes; we almost forgot to mention that the membership of the supreme court is to be increased from three to five justices, and that we have been promised a material reduction in the tax rates. Surely the signs are propitious.

## Government By Proxy

WE are supposed to live in a democracy. The idea is that the people rule. They elect their representatives who, in turn, are delegated to act of their own accord and the theory is that they are accountable to no one save their constituents. This being the chief object of a free government, the people naturally resent any attempt at outside interference in the administration of their affairs.

For years the politics of this state has been dominated by outside agencies. Because of its long tenure in office the Republican party became inoculated with insidious influences, and this was made the main issue of the last campaign. The Democrats won and there was every reason to believe that a new order of things would prevail. It seemed for a time that the people had succeeded in shaking off the shackles of sinister influences, but of late it looks as though they simply jumped out of the frying pan into the fire.

The plans outlined by the Democratic leaders for the absolute control of patronage and the manipulation of the legislature is not conducive to sound public policy. The appointment of a steering committee to guide the conduct of regularly elected public officials was an act of effrontery. It constituted machine politics of the rankest type. The fact that they gave their acts full publicity does not redeem them in the eyes of sober thinking citizens. The insolence displayed in this respect simply aggravates the insult. And not the least disgusting feature of the proceedings was the apparent readiness with which the officers-elect subjected themselves to the men who cracked the whip. Thereby they cheapened themselves in the estimation of the public and forfeited the respect which otherwise they might have continued to command.

We doubt very much whether Governor-elect Bamberger was a party to the transaction. At least, he was conspicuous by his absence and we look for him to show his teeth to the party whip. As for Judge King, we don't mind saying that his readiness to participate in the pow-wow was indeed surprising. This for the reason that he has always been the fierce champion of the people's rights—of government in the open and not through subsidized processes. The estimable senator-elect has brilliant prospects but if he is to make the most of his rare opportunity, he must look up and not down. Also, he will do well to remember that had others of like rank paid less concern to the petty affairs of local politics they would not be sitting today on tottering thrones. He will live longer in the estimation of his people if he attends strictly to his duties at Washington and permits the state legislature to work out its own salvation.

## Why Ride The Railroads?

THE disposition to charge the railroads with everything bad under the sun has become a chronic condition in this country. They are popularly supposed to be responsible for every evil condition except bad weather, and there are some people a little doubtful about that too. It would be impossible to intelligently catalogue the variety of complaints lodged against them for they are countless in number. These are troublesome times at best, but it must require the patience of

Job to operate a railroad nowadays. We believe that if we happened to have a common carrier on our hands at present, we would be tempted to let them take the blamed nuisance for the taxes.

The outlook for the much needed railroad developments in this state is not at all bright. The roads are prepared to spend the money for the necessary improvements and extensions, provided they are reasonably assured of fair treatment in return. But just now they appear to be the chief object of concern of the incoming legislature. It is a foregone conclusion that the legislators have made up their minds to provide for stringent railroad regulation in some shape or other. This means, of course, that everything affected will remain at a standstill until the period of uncertainty has passed.

The proposition to create a railroad commission has never made a strong appeal to the people of this state. It has found some favor of late, however, due particularly to the coal shortage and the consequent jump in prices in the local markets. If this condition is permitted to prejudice the case against the railroads it would be unfortunate indeed. The shortage of cars is not confined to one railroad or one state. It is a matter of nation-wide concern, and we have it from high authority that the real fault lies with the shippers and not the railroads. It is claimed that the shippers are using the cars for storage purposes, and that it is cheaper to pay demurrage on the cars than to remove their consignments to the warehouses. One of the great railroad presidents recently made the assertion that if a rule were established, requiring all cars to be unloaded within forty-eight hours after reaching their point of destination, the speedy return of the released cars into active service would enable the railroads of the country to clear away the congestion in four days' time.

If this is the case, then it would appear that we have been shooting in the wrong direction. The matter deserves the immediate attention of the proper authorities. And in the meantime, here in Utah, the case against the railroads should be considered simply upon its merits, and all political and other prejudices should be set aside.

## The Food Shortage

THE great cause of the high price of food stuffs is food shortage. The great cause of the food shortage is that there has been for years a desertion of the farms by young people and a flocking to the cities and not enough land has been cultivated. For example, had California kept with her farming and utilized the waters that flow through her two great valleys—the Sacramento and the San Joaquin—those two valleys could by themselves, have supplied all the grain, fruit and vegetables to meet the wants of the people of three such states as California.

This has been a manifest fact for thirty years. In Utah the area cultivated has not greatly increased, while the population has greatly increased and the sugar beet industry has in the meantime diverted the cultivation of many thousands of acres from the usual grain and vegetables to beets. At the same time the farmer has ceased to supply the two or three beef cattle that he formerly did and the grain and hay that fattened them.

There is no other so effective a way to make a scarcity of food as not to supply it.

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We read in a current newspaper article that the West declared its political independence at the recent election. As a matter of fact, the West had no such thought. It was simply one of those unexpected cases of going "hell bent" without any special object in view.—Kearney (Nebr.) Hub.